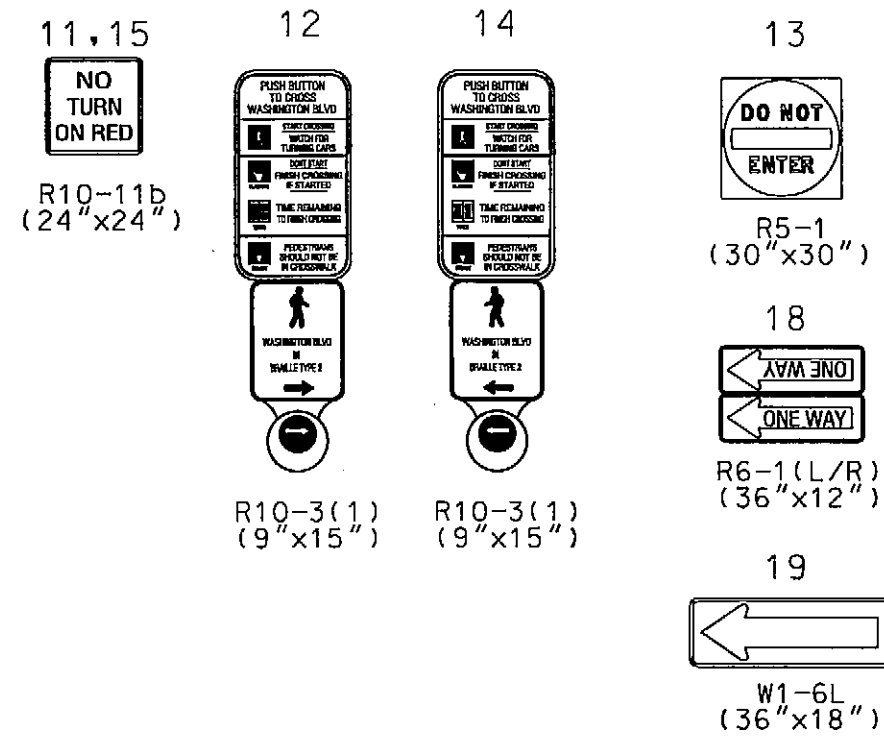


US 1 IS ASSUMED TO RUN IN A NORTHSOUTH DIRECTION

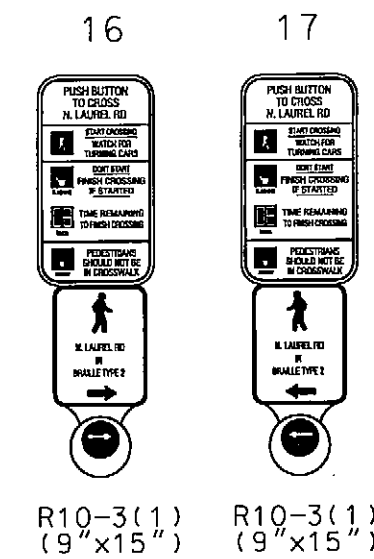
EXISTING SIGNALS
1-6
7.8
16" LED COUNTDOWN PEDESTRIAN SIGNAL
12"

PROPOSED SIGNALS
9.10
16" LED COUNTDOWN PEDESTRIAN SIGNAL

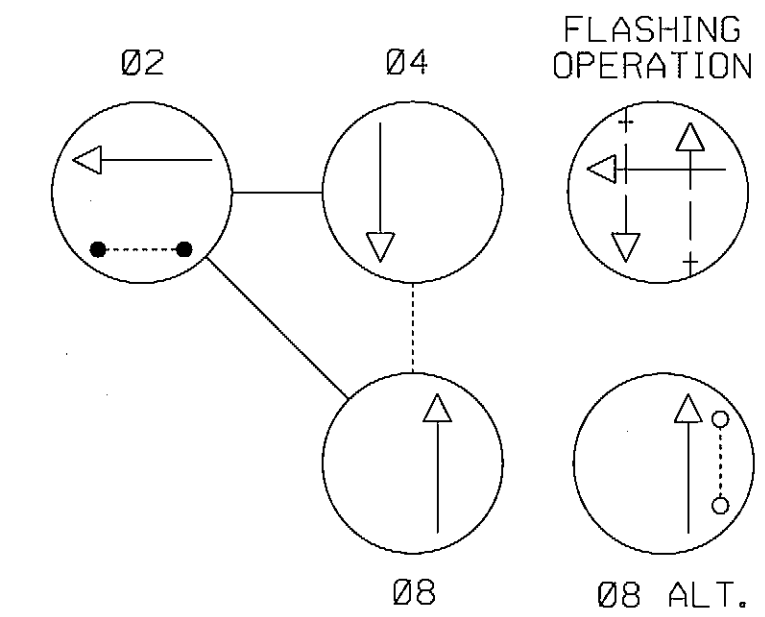
EXISTING SIGNS TO REMAIN



PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL/MAY OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

TO MD 198

TO MD 32

CONSTRUCTION DETAILS

- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, FOUNDATION (MDSHA STD. 801.01-01), 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN. (NOTE: 1-3 IN. SCH. 80 PVC BEND).
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE (CUT TO 5 FT.), FOUNDATION (MDSHA STD. 801.01-01), ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN. (NOTE: 1-3 IN. SCH. 80 PVC BEND).
- INSTALL 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD ON EXISTING PEDESTAL POLE AND LOWER EXISTING ACCESSIBLE PEDESTRIAN PUSHBUTTON AND SIGN TO MEET CURRENT ADA REQUIREMENTS.
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
- INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
- USE EXISTING HANDHOLE
- USE EXISTING CONDUIT
- INSTALL 3 IN. SCHEDULE 80, 90 DEGREE BEND IN EXISTING FOUNDATION AND USE EXISTING POLE MOUNTED CABINET AND CONTROLLER
- ADJUST EXISTING HANDHOLE TO GRADE
- INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT (FOR DETECTOR SLEEVE)
- ABANDON EXISTING LOOP DETECTOR AND INSTALL 6 FT. X 30 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING, QUADRUPOLE TYPE (3-6-3 TURNS).
- ABANDON EXISTING LOOP DETECTOR AND INSTALL 6 FT. X 6 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING, (4 TURNS).
- SEE SG-02 FOR NEW SIDEWALK AND RAMP CONSTRUCTION
- REMOVE EXISTING PAVEMENT MARKINGS

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD - STORM DRAIN
G - GAS MAIN
W - WATER MAIN
S - SEWER MAIN
E - ELECTRIC CABLES
A - AERIAL CABLES
T - TELEPHONE CABLES
F - FIBER-OPTIC

GENERAL NOTES:

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING SHA STANDARDS PLATES FOR TRAFFIC CONTROL.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
- THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL REMAINS OPERATIONAL THROUGHOUT THE CONSTRUCTION PROCESS UNTIL SUCH TIME THAT THE NEW CONSTRUCTION CAN BE UTILIZED.
- ALL SIGNAL POLE FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 818.01, 818.03, 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.

GENERAL NOTES (CONT.):

- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLES.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
- LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- SEE SG-02 FOR SIDEWALK AND SIGNAL CONSTRUCTION DETAILS.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 1 CORRIDOR REVITALIZATION
US 1 (SOUTHBOUND) AT NORTH LAUREL ROAD

TRAFFIC SIGNALIZATION

SCALE 1" = 20' ADVERTISED DATE MAY 20, 1983 CONTRACT NO. HO-555-501-785

DESIGNED BY N.A. COUNTY HOWARD

DRAWN BY L. SCHWAB LOGMILE 13000100.21

CHECKED BY N.A. TMS NO. I-045

F.A.P. NO. TOD NO.

TS NO. 1605C DRAWING SG-01 OF 08 SHEET NO. 17 OF 24

RJM ENGINEERING, INC.
CONSULTING ENGINEERS
ELLICOTT CITY, MARYLAND

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS
1. UPGRADE PED SIGNALS TO APSOPS. AUG 2011
ADD EAST LEG CROSSWALK.
CONTRACT NO. C-0285-02 TMS K823
PRW
2. Modification due to geometric change.
Install ped. indications.
S.H.A. No. HO-555-501-785
FDB
3. Install new mast arm adjust HB & conduit in NW corner due to geo. imp.
S.H.A. No. HO-555-501-785
DJD EFP TH

PLOTTED: Tuesday, August 02, 2011 AT 09:13 AM
FILE: P:\SHA\US 1 at North Laurel Rd\2011-07\p53-P001_US1_N-Laurel.dgn